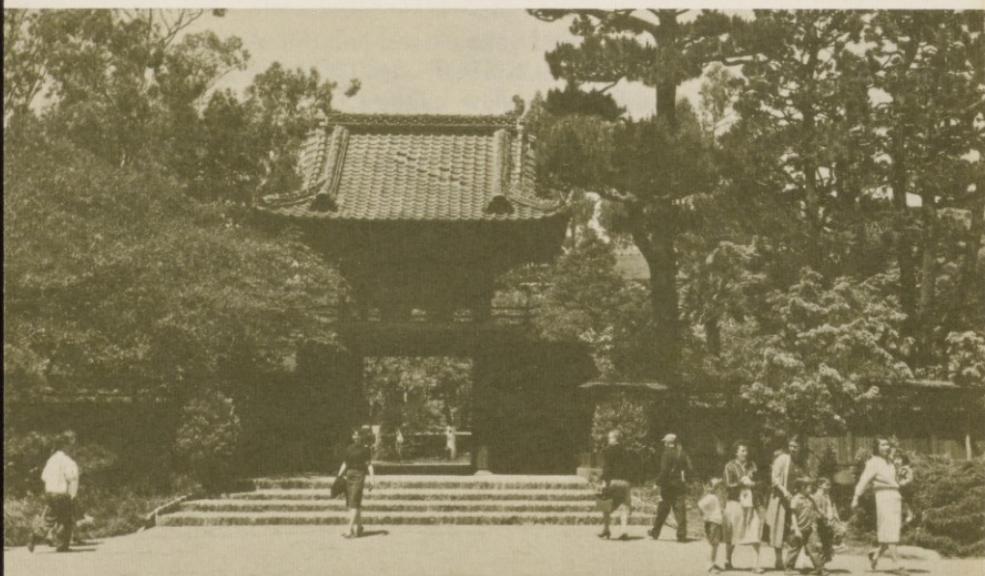


MUNI MEMO TO YOU

PARKING PROBLEMS SPOIL YOUR FUNTIME?

THEN RIDE MUNI. Avoid the annoyance of traffic congestion and battling for parking space. San Francisco's play areas—parks, beaches, golf courses, the zoo, museums, colorful Fisherman's Wharf, Candlestick Park, etc.—all are readily accessible by our transit lines. For example, any of the many attractions in Golden Gate Park are within convenient walking distance from one of the following lines: Nos. 5, 7, 10, 18, 21, 33, 71 or 72. When parking may be a problem, leave your car at home. Your favorite recreation spot is as close as the nearest MUNI coach, street car or cable car line by using free transfer privileges. Telephone your MUNI'S Central Information Bureau (Fillmore 6-5656) for directions on how to reach your choice of play areas. Also, ask for your free copy of our "Tours of Discovery." We will be happy to mail it to you.



(B) WHEN AND WHERE MUNI COACHES DO AND DO NOT MAKE CURB STOPS

YOUR MUNICIPAL RAILWAY'S motor and trolley coaches, street cars and cable cars take on and discharge approximately 670,000 passengers on an average weekday at nearly 4,000 stops along 687 round trip miles of routes serving San Francisco.

The great majority of these stops are on motor and trolley coach lines. Inquiries and reports received by your MUNI management indicate much interest on the part of patrons as to why coaches do not always stop at the curb. This, therefore, is the principal subject of this issue of Muni Memo To You.

Stops on coach routes are of two kinds—"box-type zones" and "flag stops." Box-type zones are designated by red curbs and white pave-

front and rear doors close to the curb. When this condition is encountered, the rear doors are to be approximately three feet from the curb so that individuals will not be invited to make a long step to the curb with the possibility of falling. Front doors, however, should be reasonably close to the curb when practicable.

Traffic regulations do not permit parking in box-zones. When other vehicles are in violation of this, bus stops are to be made three feet from such vehicles so as to enable passengers to safely board from, or alight onto, a solid level surface.

At flag stops where good curb and sidewalk conditions exist with no driveways and "drop curbs," stops are to be made at the curb

THEY'RE BACK!! Route numeral signs have been restored in the rear windows of your Municipal Railway's trolley and motor coaches. Henry W. Roden, Vice President of the Public Utilities Commission (left), and Vernon W. Anderson, Muni General Manager, shown after the installation of the first sign in a coach in service on the No. 72 (Haight-Sunset) Line.

ment markings and by a broad yellow band painted on a utility pole or metal standard marked "BUS STOP" or "COACH STOP." Flag stops are designated by the yellow bands on utility poles, by bus stop standards, or by a yellow bar or angle bar painted on the pavement. Box-type zones generally are located in business districts and in certain other areas where warranted by traffic conditions. These zones are frequently limited in length in consideration of other vehicles requiring usage of curb space.

Stops at box zones are to be made close to and parallel to the curb insofar as is operationally practicable. However, there are numerous locations where the passenger zones are of inadequate length to enable operators to maneuver their coaches so as to place both the



when it is clear of parked vehicles for an ample distance to enable the operator to do so. But where there are parked vehicles, or where a possible hazard exists due to uneven curb conditions or other factors, the stops are to be made approximately three feet from the curb or parked vehicle.

The safety of our patrons is of paramount concern to Railway management and staff. A constant program of safety education, instruction, reinstruction and follow-up checks has been developed in our endeavor to provide safe, convenient transportation for approximately 200 million riders a year. Use extra caution when boarding or alighting, and please watch where you step to avoid falling.

COURTEOUS SERVICE WITH SAFETY IS OUR CONSTANT GOAL

YOUR VOTE IS IMPORTANT!

Unfailing courtesy plus a record of safety in the operation of Municipal Railway transit vehicles are major factors in selecting your "Muni Man of the Month." One patron wrote of a recent "Muni Man," "... This operator showed courtesy to his passengers many, many times. His thoughtfulness has helped to restore my faith in people who must work with the public, which I know can be very difficult at times. I think you have a very fine employee in him . . ." Most recent "Muni Men" are: Andrew J. Leksan, 64, of the No. 6-7 (Haight-Masonic) Line and a Muni operator for 31 years; Jacob Grabstein, 51, an "N" (Judah) Line street car operator with a per-



Muni Men LEKSAN, CHISHOLM and GRABSTEIN—your safety is their concern.

fect safe-driving record of 11 years; and James F. Chisholm, Jr., 33, of the No. 8 (Market) Line, a runner-up in the "Muni Man" competition three times before coming out first.

The award winner receives \$50 donated by Fielder, Sorensen & Davis, transit advertising firm. If you have a nomination for "Muni Man of the Month" please send it with the operator's cap number to:

SAN FRANCISCO MUNICIPAL RAILWAY,
949 Presidio Avenue
San Francisco 15, California.

MUNI MEMO TO YOU—NO. 3.

JUNE-JULY, 1961.

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